

Today's Advertisements.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has been instructed to sell by PUBLIC AUCTION, ON THURSDAY, the 19th day of October, 1899, at His Offices, Duddell Street, THE FOLLOWING VERY VALUABLE PROPERTY.

LOT 1.—ALL THAT PIECE OF LAND Registered in the Land Office as INLAND LOT No. 597. This Property Contains an Area of 4,102 square feet and is held for the residue of a term of 99 years from the 23rd of June, 1899, and is Subject to an Annual Crown Rent of \$35.16.

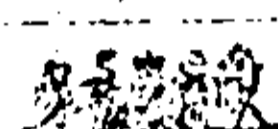
LOT 2.—ALL THAT PIECE OF LAND Registered in the Land Office as INLAND LOT No. 511. This Property Contains an Area of 2,705 square feet and is held for the residue of a term of 99 years from the 21st of July, 1895, and is Subject to an Annual Crown Rent of \$44.2.

LOT 3.—ALL THAT PIECE OF LAND Registered in the Land Office as the REMAINING PORTION OF INLAND LOT No. 629. This Property Contains an area of 3,150 square feet and is held for the residue of a term of 99 years from the 26th of December 1860 and is Subject to an Annual Crown Rent of \$41.64.

LOT 4.—ALL THAT PIECE OF LAND Registered in the Land Office as SECTION A. of INLAND LOT No. 309. This Property Contains an Area of 3,825 square feet and is held for the residue of a term of 75 years from the 5th of May, 1872, and is Subject to an Annual Proportion of Crown Rent of \$41.04.

LOT 5.—ALL THOSE PIECES OF LAND Registered in the Land Office as SECTIONS J. and L. of MARINE LOT No. 4. The above Section Contains Areas of 561 square feet and 538 square feet respectively and are held for the residue of a term of 99 years from the 21st of December, 1860 and are respectively Subject to Annual Proportions of Crown Rent of \$6.26 and \$6.16.

For further Particulars and Conditions of Sale, apply to THE AUCTIONEER, Messrs. DEACON & HASTINGS, Vendor's Solicitors, Hongkong, 30th September, 1899. [12464]



GOVERNMENT NOTIFICATION.

IT is hereby notified that the HONGKONG VOLUNTEERS will fire from 7 pounders R.M.L. and Machine Guns from the road below North Point Battery in a Northernly direction over a sea range from 2 P.M. to 6 P.M. on SATURDAY, the 7th October.

All ships, junks and other vessels are cautioned to keep clear of the range.

By Command, J. H. STEWART LOCKHART, Colonial Secretary, Colonial Secretary's Office, Hongkong, 24th September, 1899. [12494]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Reddington United Companies.)

STEAM FOR SINGAPORE, PENANG AND BOMBAY. Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE, and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO," Captain Mangarini, will be despatched as above on MONDAY, the 2nd October, at Noon.

At BOMBAY, the steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents, Hongkong, 30th September, 1899. [12454]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

"ESMERALDA," Captain Cobham, will be despatched for the above Port, on MONDAY, the 2nd October, at 5 P.M.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 30th September, 1899. [12304]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI AND KOBE.

THE Company's Steamship "TSINAN," Captain Andersen, will be despatched as above on MONDAY, the 2nd October.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 30th September, 1899. [12304]

FOR MANILA.

(Taking Cargo at through Rates for HOLLAND.)

THE Steamship "SALVADORA," Captain Galesolo, will be despatched as above on WEDNESDAY, the 4th October, at Noon.

For Freight or Passage, apply to BRANDAO & Co., Agents, Hongkong, 30th September, 1899. [12484]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE New Steamship "PING SUEY," Captain C. de La Perrelle, will be despatched for the above Port, on SATURDAY, the 7th October.

For Freight, apply to SHEWAN, TOMES & Co., Hongkong, 30th September, 1899. [10204]

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship "HAITAN," Captain Roach, will be despatched for the above Ports, on TUESDAY, the 3rd October, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers, Hongkong, 30th September, 1899. [12434]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. "YUENSANG," Captain P. H. Rolfe, R.N.R., will be despatched as above on WEDNESDAY, the 4th October, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, 30th September, 1899. [12444]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AFRICA, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, GONJAL and AMERICAN PORTS.)

THE Steamship "COROMANDEL," Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from the BOMBAY, on SATURDAY, the 14th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer, proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent, Hongkong, 30th September, 1899. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC." The above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent, Hongkong, 30th September, 1899. [2]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETHEL F. SKERTCHLY, Manager, Hongkong, 1st May, 1899.

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS BRANDIES.

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18

B.—Superior Very Old Cognac Red Capsule - - - - - \$21

C.—Very Old Liqueur Cognac - - - - - \$24

V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$36

V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - \$48

All our Brandy is guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited, QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph.

HONGKONG, SATURDAY, SEPTEMBER 30, 1899.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

LONDON, September 28th. The Orange Free State Volksraad has unanimously instructed the Government to do its utmost to ensure peace, without sacrificing the honour and independence of the Republic.

It declares war to be criminal, but that the Orange Free State must in any case faithfully fulfil its obligations to the Transvaal.

At a Meeting of Ministerialists at Cape Town it was resolved to petition the Queen, deprecating a war and urging a joint enquiry into the Franchise question.

Mr. Balfour speaking at Dundee said, that the British Government had striven for a peaceful solution of the Transvaal question and that if it failed the fault would rest with others. He had not abandoned all hope but it seemed as though a point had been reached when the Transvaal refused to yield and Great Britain could not and would not give way.

Interests in South Africa, in civilization and her honour made that impossible.

P. S.—The correction to yesterday's Telegram does not in any way change the sense of the message as published.

WEATHER REPORT.

The Observatory report says:— On the 30th at 11.55 a.m. the barometer has fallen over Japan and the Philippines. Pressure remains high over China, and a shallow depression lies in central Japan. Pressure appears to be low, also, in the Pacific to the E. of Luzon. Gradients moderate with fresh monsoon on the coast and in the N. part of the China Sea. FORECAST:—Moderate N. winds; fine.

LOCAL AND GENERAL.

H.M.S. Bonaventure will leave for Shanghai on the 5th proximo to relieve the *Indra*. The latter vessel will come to Hongkong.

NOTIFICATION is given that Band-Serg. George, of the "King's Own," who recently took up an appointment in Selangor, has been struck off the strength of the command after twelve years' service.

THE steamer *Esmeralda* managed to touch ground when on her way to Manila via Amoy last trip. The electric light was put out and one plate somewhat damaged. She went into dock for examination yesterday.

J. M. S. LITTLEFIELD, C.S. M. Dawson, three corporals and seven sappers of the Royal Engineers arrived by the *Paramatta* for Vot-hai-wei. They are all attached to the building and telegraph department of the corps.

ARRIVALS of General O'Leary prohibiting the landing of Chinese labourers in Manila, it is interesting to note that 900 went down from Amoy by the *Esmeralda* last trip. After a four days' detention they were allowed to go ashore.

ON the morning of the 20th, at eight o'clock, an alligator measuring eight feet, was caught in a net by some fishermen at Tanjong Rhu. The reptile was very savage and damaged the net. The men killed it with clubs and sold the carcass for forty cents.

THE Tomini Mining Company at Batavia, which won a concession in North Celebes, received the following telegram from its manager at the mine: "The prospector has found a reef in decomposed rock, with free gold averaging about one ounce to the ton."

SURGEON F. J. A. Dalton, of the Royal Naval Hospital, Stonehouse, has been awarded the Stewart Prize of £50 presented by the British Medical Association. He won it by his researches into beri-beri—researches which he was able to carry out during three years' service in the *Plover*.

HERR Arthur Stenzel, the Austro-German engineer, has constructed a flying machine, which will shortly make its trial trip. Herr Stenzel has constructed his airship after the model of a flying stork, with two large wings, and a tail for steering purposes, while the car and electric motor correspond in position to the body of the bird.

MR. Henniker Heaton, M.P., has received an unofficial notification that his request that the postal authorities should permit an enlargement of the size of inland postcards has been granted, and that the change will take place on Nov. 1, when inland post-cards of the same size as the foreign post-cards will be issued in two colours—white and buff.

DURING the heavy squall at Singapore on the 19th inst. three trees in Grange-road and Orchard-road were blown down. Trouble was caused in various parts of the town by the storm, the wind being particularly violent.

People dining out at Tanglin, including His Excellency the Governor, had on their return to make a detour to avoid the obstacles.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m.

Among the passengers leaving homeward by the mail from Singapore on the 22nd inst. were Mr. and Mrs. Andrew Currie. Mr. Currie has been associated with the Borneo Co. Ltd. with Singapore for many years; his recent stay there has shown that he has neither forgotten the place nor been forgotten by the people, while he has taken the opportunity to see the Native States under the changed conditions of recent years.

A CASKET studded with jewels, and said to have cost Rs. 20,000 has been made to hold the relics of Buddha, which are to be taken by two Burmese elders to Siam next October.

THE German and Dutch Governments have come to an agreement respecting the mutual protection of Trade Marks in China, on the lines of the agreement made last year between Germany and France.

CAPTAIN Owen Thomas, recently in the service of the Scottish Oriental S.S. Co. is now on his way over to Manila with two launches (the *Amorita* and *Smith*) for the American Government.

Captain A. M. Raymond, who recently put up a record between Hongkong and Manila, is also en route to the Philippines capital with a launch belonging to W. Robinson, the well-known Manila stevedore and storekeeper.

THE *Powerful* finished her coaling operations at seven o'clock last night, says the *Strait Times* of the 23rd September. This morning, however, the Tanjong Pagar Dock Co. received an order to supply the cruiser with a further 800 tons of coal, and it will be put on board in the course of the day. There is a rumour that this has been done in consequence of orders having been received to proceed direct to Mauritius, but we have no confirmation of the rumour.

THE suit Joseph H. Grimes versus Messrs. Lichano and Agonillo, for the recovery of several thousands of dollars alleged to be due to the plaintiff (Mr. Grimes) for services rendered to General Emilio Aguinaldo, has been unconditionally withdrawn from the Supreme Court by the plaintiff, there being in reality no cause for action against Messrs. Lichano and Agonillo and the whole affair having been got up for the sole purpose of worrying and harassing the Filipinos. This we know to be a fact for we have seen copies of Mr. Grimes's instructions to his solicitors to withdraw the case and his letter of explanation to the Filipinos.

H.M.S. *Undaunted* arrived from Kobe yesterday afternoon, having made a quick run from that port. She experienced rough weather the whole way having to proceed at a somewhat high speed in order to avoid being pooped by the big following seas. A death occurred on the way down. A stoker came off duty at 4 a.m. and was picked up unconscious on the lower deck some half-an-hour afterwards. He never regained consciousness and died at about 4 o'clock next day, being buried at sea the following morning. The cause of death was heat apoplexy. The *Undaunted* stopped outside Hongkong to carry out her cannon-tube firing. She is to proceed to Manila.

HONGKONG SHARE MARKET.

HONGKONG, Friday, September 29th. Messrs. Benjamin, Kelly and Potts, in their weekly share report, state:—The dullness mentioned in our last circular has continued, and the week has passed without much business being transacted; at the close, however, the market has a firm tendency.

The Great Eastern and Caledonian Gold Mining Company, Limited, has convened a Private Meeting of Shareholders to be held on the 4th October. The Canton Insurance Office, Limited, has advertised its thirteenth Ordinary General Meeting for the 14th October.

The transfer books will be closed from the 30th inst. to 14th proximo, both days inclusive. Banks.—Hongkong and Shanghai Banks declined to 34½ per cent. premium sales, but are again a shade firmer and have been sold at 34½ per cent. premium. Nationals are in demand at 26½. Marine Insurances.—Unions are firm with buyers at \$260. China Traders have been sold at \$65 and are now obtainable at \$64½. Yangtzes and Cantons are offering at \$125 and \$147½ respectively.

Fire Insurances.—Both Hongkong and China Fires are quiet at quotations. Shipping.—Hongkong, Canton and Macao Steamer boats are forced sale at \$29½ is reported but the market closes firm with sales and buyers at \$29½. Indo China have been taken off the market at \$72. Douglas Steamships have been fixed at \$49½ and \$49. Star Ferries have been sold at \$19 and \$19½. Refineries.—Continue neglected. Mining.—Punjoms have changed hands at \$87 and are wanted at the rate. Charbonnages have improved their position, and have been done at \$240 and \$245. Jelebus have been placed at \$143, \$147 and \$15. Raubs are sold at \$62½ and \$63 are enquired for at \$64. Olivers' are quiet with probable sellers at \$7½. The A shares have been fixed at \$2. Great Eastern and Caledonian are obtainable at \$2. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been taken off the market at 32½ and 32½ per cent. premium, and close firm with buyers at 33½ per cent. premium. Kowloon Wharf shares have been done at \$96½ and \$97. Lands, Hotels and Buildings.—Hongkong Lands after sales at \$115 have been sold at \$114 and \$113. Kowloon lands have been negotiated at \$28. Hongkong Hotels have been booked at \$130 and are firm at the rate. Humphreys's Estate have been done at \$10½ and \$10½. Cotton Mills.—Hongkong Cottons have been sold at \$50 and are wanted. Miscellaneous.—Green Island Cements have been placed at \$28 and are enquired for at \$28½. China Borneos are wanted at \$10½. A. S. Watsons have been done in small lots at \$16½ and \$16½. Hongkong Electrics have been sold at \$13, and Fenwicks at \$4½.

THE PLAGUE.

Cases reported to 29th instant 1,408 Do. do. during past 24 hours 1

Total 1,409

Deaths reported to 29th instant 1,411 Do. do. during past 24 hours 1

Total 1,412

SHIPPING REPORTS.

Captain Rolfe, R.N.R., of the steamship *Puanang*, from Manila, reports:—Light variable breeze, smooth sea, fine and clear. Heavy easterly swell to noon of 29th instant, from whence moderate to fresh breeze, N.N.E. rough sea.

Captain Roach, of the steamship *Itaitan*, from Fochow, reports:—Fochow to Amoy, Sept. 28th, fresh N.N.E. to E.N.E. breeze, considerable sea, cloudy and clear. Amoy to Swatow, Sept. 28th, fresh N.E. to light N.N.E. breeze, heavy sea, overcast, frequent light rain. Swatow to port, Sept. 29th, light W. to fresh N.N.W. breeze, moderate sea, cloudy and clear. Vessels in Fochow:—*Haesin*, and H.M.S. *Waterwitch*. In Amoy:—*Nil*. In Swatow:—*Choyang*, *Lungching*, and *Trym*.

HONGKONG HOCKEY CLUB.

The Annual General Meeting of the Hongkong Hockey Club was held in the Cricket Club Pavilion yesterday afternoon. Mr. J. Barton, the Acting Hon. Treas., occupied the chair and there were present Messrs. J. M. Deacon, Wilkinson, Woodburn, Ram, Campbell, Deacon, Stevens, Morrell, Thornhill, Bryer, Pinckney and Greene.

In opening the proceedings the chairman remarked that circumstances had prevented the holding of an annual general meeting last season and at another meeting called afterwards they had been unable to obtain a quorum.

For that reason the committee of the previous year had remained in office. From the balance sheet he then read they would see that there was a credit balance of \$7,005 given, but that very afternoon he had received a bill for \$302.10 for hockey sticks ordered during the summer, so that now there was a small debit balance of \$31.15.

In reply to a question by Mr. Ram the Chairman explained that the Club was not now paying a contribution to the wages of the Happy Valley caretaker. The amount of \$32 in the accounts had stood over from the previous year.

Proposed by Mr. G. Campbell, seconded by Mr. Deacon: That the accounts be passed. Carried unanimously.

The election of officers and Committee for the ensuing season was then proceeded with. On the motion of Mr. Deacon, seconded by Mr. Stevens, the President was re-elected with acclamation.

Mr. Campbell proposed and Mr. Stevens seconded that Mr. Deacon be elected Hon. Sec., and Mr. P. A. Barlow, Hon. Treasurer. Carried unanimously.

A ballot was then held, resulting in Messrs. Pinckney, Bewly, Stevens, G. D. Campbell and Wilkinson being elected to serve on the Committee, and, with the usual vote of thanks to the Chairman, proceedings terminated.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

SIXTEENTH ORDINARY GENERAL MEETING.

MR. MORRIS' PROPOSITION STRONGLY OPPOSED.

The sixteenth ordinary general meeting of the above Company was held at their offices at noon to-day for the purpose of receiving the report of the General Managers, and statement of accounts to 30th June, 1899. Mr. G. H. Lewis occupied the chair, and there were present Messrs. D. Gillies, T. Arnold, R. Mitchell, C. S. Wheeler, E. H. Babbington, W. H. Gaskell, J. Orange, C. Morris, J. E. Gomes, M. Mahomed, G. L. Tomlin, C. Mooney, Chum Tong, J. M. Gomes, Cap. J. Douglas, R. T. Head, Capt. Roach, H. Haynes, F. G. V. Jorge, W. Davies, Cap. Clarke, Bailey and others.

The Chairman, on rising, said:—Gentlemen, The Report and Accounts having been in your hands for some days, I propose with your permission to take them as read. As stated in the report, it was only after most thorough consideration of the position that the General Managers and Consulting Committee decided it would be inadvisable to recommend the payment of a dividend and whilst fully appreciating the disappointment of shareholders, are quite convinced that under the present circumstances, the best interests of the Company are being considered in the proposed appropriation of the profits for the year.

With reference to the opposition on the Tamsui line, I think gentlemen you will readily understand there are many important features in connection with it, which it would be imprudent to publicly mention and discuss, as we should be giving valuable information to our opponents they could not fail to profit by, of course to our prejudice. This opposition still keenly continues but our opponents have discovered that even with their alleged advantages, they cannot run us out of the trade of which we are the pioneers and to meet the development of which we have from time to time built steamers of a special class at great expense, and the General Managers and Consulting Committee are quite agreed that the policy pursued will eventually result to the benefit of our Company. With reference to the accident to the *Haitan* I should mention that under the terms of the contract we are legally advised there is no claim against the builders, and the actual cost of the repairs is far too small to admit of a claim under our Insurance Policies; the long delay in completing the voyage after the accident added considerably to the cost of the steamer. As indicated in my remarks to you last year there has been a steady increase in the Coast trade generally, but the demand for tonnage for Rice to Tamsui, referred to in the Report was quite exceptional, partially the result of short crops in Formosa, not likely to occur to such an extent again. In conclusion, I think I state there is fortunately every hope of a decline in the price of coal, a very important item in our working account.

Mr. Morris, at the conclusion of the Chairman's speech, asked if the board would take into consideration a proposition for the payment of a 3% dividend. He did not mean that the dividend should be paid out of the reserve fund, but from the profit of \$96,672. There were poor families in Hongkong who depend on a dividend for their livelihood. Since the Nippon Yusen Kaisha had started, the company were losing tremendously; but for all that they were in a good position; a sound position and Mr. Morris thought that a 3% dividend should be paid. He had put in a requisition to that effect, and asked why no attention had been given to it.

The Chairman said the requisition had not received attention because it was sent in after noon on a mail day. They had not arrived at a definite conclusion not to pay a dividend, what they wanted to do was to take things into consideration, especially since the Japanese had come along to oppose the company and try to wipe them out.

Mr. Morris replied that his requisition did not reach the offices until 2 o'clock for the reason, he said, that the Chairman had been canvassing amongst the shareholders.

Mr. Morris's amendment was put to the meeting, and Mr. Arnold said he would second it, if the money of the company was intact—that was, if there were no serious losses from June 30th to date. On being assured that the money was alright, Mr. Arnold seconded the amendment, but it only found five supporters.

The Chairman then put the proposition that the report be adopted as read, and it was carried.

Mr. Morris wanted to offer certain suggestions, but the Chairman informed him he was out of place, and he would have to call him to order.

Mr. Wear proposed and Captain Clarke seconded that the Consulting Committee (Messrs. C. H. Thompson, C. A. Tomes, E. Shellim, and the Hon. J. J. Keswick) be re-elected. Carried.

Mr. Bailey proposed and Mr. W. H. Cox seconded that Messrs. W. H. Gaskell and J. H. Cox auditors be re-elected. Carried.

This finished the business.

Waiter, (yelling down the kitchen tube) "Hey, Alphonso, make that chop a steak." "Sacred! Vat you tink? I'm a chef, not a 'magician'."

A TRIP UP THE WEST RIVER.

A MULTUM IN PARVO PICNIC.

At this particular season of the year it is impossible to imagine anything more thoroughly enjoyable than the run across the waters of the delta of the Chu-Kiang or Canton River, via Wang-Mun and Kum

NEWS FROM THE PHILIPPINES.

[From Manila Times of 23rd September.]

A TRAIN ATTACKED.

DESPERATE FIGHT OF LOWE AND HIS MEN.

The engineer, fireman and conductor of the Angeles train which was attacked one and half miles this side of Angeles yesterday, was reported in last night's issue, were not taken prisoners as runaways, nor in fact was anyone captured by the enemy. Two of our men were killed outright, and five wounded, one of whom died from his injury before he reached San Fernando.

Engine No. 24, with the crew of the wrecked train were brought into Manila last night, and the locomotive was fairly riddled with bullets, through the smokestack and cab. Engineer D. E. Davis told the following story to a Times reporter—

"We had left San Fernando at the usual time in the morning, with twelve cars loaded with commissaries and some passengers for Angeles. Among the passengers, who were chiefly soldiers returning to their commands, was Lieut. Lowe with four of his scouts, and Captain Perry of the Quartermaster Department. Lowe's men were the only ones aboard who were armed with rifles, though there were a number of revolvers among the crew and passengers. It was by the indomitable bravery and desperate fighting of the scouts that we escaped with our lives."

"It was about 9 o'clock, and everything was going nicely until we struck the first alarm at this side of Angeles, about four miles from the town, and I had just opened the throttle, when Fireman Whitehead was the first to notice the front car rising from the track.

"You see," he explained, "we always attach the engine to the rear of the train, which is pushed instead of pulled over the road. Whitehead shouted out that a car was leaving the track, and I looked up in time to see both the first and second cars rise up. The brakeman quickly started to shut down the brake. Almost simultaneously the east side of the track seemed to swarm with insurgents, not twenty feet away. They arose from the grass and brush alongside the track and opened fire on us. I could see as many as 20 or 25, though there were many more than that. I opened fire with my revolver and fired two or three shots, the first of which took effect, and then the fireman and I jumped and made for shelter in the cane brakes, as did everybody else who was unarmed. In the meantime six cars had become dived and were lying on their side—two passenger and one box car. This was caused by an explosion. The track had been undermined, as we afterwards found. The two first cars, consisting of the engine and a flat-car, with two artillery caissons on it, had hung on the rails and jumped the hollowed part of the track. From this we think that they must have set their fuse a little too late.

"As soon as the armed scouts could get out of the train Lieut. Lowe gave the command, 'Load! Load! Aim! Fire!' and a well directed volley was poured into the insurgents, who were peppering the train vigorously, and followed this with the command to fire at will. By this time it was nearly a hand-to-hand conflict, and our men were keeping their rifles hot. Three or four of the train were shot down right by the side of the train, and some even inside the cars. One insurgent entered the car and Harry Zimmerman, a hospital corps man, who for some reason failed to leave the train, was killed by a bolo. He was cut in the head, and pierced through the heart. From where I lay in the grass I saw one of Lowe's men shoot the 'guy' in the net, and he fell back, leaving his bolo sticking in his victim's body. I also saw another insurgent fall, shot down just as he was entering a car.

"Meanwhile the conductor, who had escaped in some way unobserved, was making record time up the line to give the alarm at Angeles, and this probably accounts for the report that he was captured, as we did not know what had become of him until afterwards.

"One of the pluckiest deeds of the affair was done by Mr. Coleman, a newspaper man. In the face of a fire he nervously uncoupled the engine and two cars and jumped on the engine and ran her a few hundred yards down the track out of danger. Lowe's men fought like lions and great credit is due to both the officer and men, three out of the four being wounded. Captain Perry was also active and was shot in the arm, while two soldiers were also wounded and one died of his injury before he could reach San Fernando. A civilian was also killed. He was shot through the heart and hasn't been identified as yet, but some say he is a government trainster and I think it is not unlikely as I have seen him before."

The fight, though hot, didn't last as long as it does to tell it, and all accounts say that it was over in 20 minutes. The insurgents might have done something had they stayed with it, as they far outnumbered our men, who properly persuaded them what was best for their health. They finally retreated into the brush, leaving six of their men dead on the field.

The troops at San Fernando heard the firing and turned out in skirmish line around the town. The first aid came from Calicut. As soon as the fighting ceased the engineer ran the engine and detached cars down to that place, and twenty minutes after the fight two companies of infantry were on the scene to guard against further attack and when the regular train had reached San Fernando it was promptly dispatched to render what aid it could to the wreck.

As soon as Lieut. Halsh received news of the accident he posted to the front and was with the scene giving personal directions. Nothing was done until this morning, with our attached cars, one of which is on its back, and work is being pushed to clear and repair the track.

It is thought by many that the rebels expected a paymaster on the train with money for the troops and this was the object of the attack. They were regular Filipino soldiers and were not bandits, as they were the full insurgent uniform.

The wounded men and the bodies of the dead were brought on the train last night with a number of sick for the hospital.

The whole thing savours of an early day stage coach hold-up on North American Indians, so quick and fierce was the onslaught, and the men cannot be commended too highly for their gritty work.

VILLON, TURNS STATES EVIDENCE.
MURDER MYSTERY UNRAVELLED.

Filipino Villon alias Mearong, bandit, captured by Capt. Lara some time ago, has made a declaration against Pedro Cama cho, alias Bungaling, that clears up one of the most complicated murder-mysteries that ever baffled the police of Manila. In his statement Villon asserts that Cama cho is the murderer of Gabino Ortiz; the secret service men who were killed during the former part of July on Calle Anghang, and that he, Cama cho, knows the whereabouts of Lieut. Trowbridge's revolver, which was carried by Ortiz when he tried to capture the murderers of Dr. Nolasco and his friends in the attempt.

Ortiz was attacked by a mob of Filipinos on Calle Anyahan. This incident has already been mentioned in this paper as a part of Villon's story after he was arrested by Capt. Lara. But now Villon has made an additional statement to the effect that it was Cama cho

who struck the fatal blow that killed Ortiz and it was Cama cho, who grabbed the dying detective's revolver and ran away with it. Cama cho, furthermore, Villon states, that Cama cho was the ringleader of the robbers who committed the robbery in the house of the wealthy Filipino woman Encarnacion de los Angeles in Pandacan.

THE SPANISH PRISONERS.

The Spanish commission has made application to General Otis for permission to send the Spanish steamer *P. Sabatini* to Dagupan for the purpose of taking on board the Spanish prisoners now awaiting transportation to Spain.

The *P. Sabatini* is a mail steamer scheduled to sail to-day, however its departure has been delayed 48 hours with the expectation that the Governor General will see fit to allow it to proceed to Dagupan, or any other insurgent port that Aguinaldo's emissaries may decide upon. There is a great deal of anxiety among the members of the commission as to what the Governor's answer to their application may be.

Dr. Ravano, who arrived in this city from Lipa during the former part of the week, has reported to General Jaramilla that the insurgents are out of medicine and if a man is taken sick he cannot hope for medical treatment. Dr. Ravano has been among the insurgents for nearly sixteen months and during this time has seen constant service in their hospitals. In the hospital at Lipa fifty Spanish officers and soldiers are sick. Though they are sick in the hospital that does not signify that they receive any attendance or care. Dr. Ravano made application by letter to Aguinaldo for a pass that would take him through the insurgent lines. Aguinaldo granted the request, hence Dr. Ravano is once more a free man.

A few of the Spanish soldiers have better than their companions, because they have found an opportunity to work in the household of insurgent officers. In regard to the American prisoners General Jaramilla stated that he was in receipt of information to the effect that they were receiving fairly good treatment, much better than the Spanish ones.

A wave of public sympathy has started over Spain for the sad condition of her sons, slowly starving and dying from neglect in the heart of Luzon, and the reception the emaciated prisoners will receive when they reach their own country will be one that will make the whole world glad. The Spaniards know how to appreciate those who have been martyred to their country's cause.

BY YESTERDAY'S MAIL.

We call the following from exchanges of dates August 26th to September 1st—

A Brave Railway Guard.

An exciting scene occurred at Whitechurch station last night. An elderly lady attempted to leave the train when it was in motion. The guard, helped by some tried to prevent her, but the lady, who wanted to get to her daughter, who had failed to get into the train, persisted, and fell over the guard on the platform. With great presence of mind Felton, who was clinging with both hands to the top footboards, his feet being on the lower footboards, pushed her away with one foot. But for this she must have fallen underneath the train. Felton clinging to the footboard until the train stopped; his escape was marvellous.

Crystal Palace Meeting.

Mr. A. Biggs presided at the meeting of the Crystal Palace Company, held at the Cannon-street Hotel, and in moving the adoption of the report said the revenue showed satisfactory signs of expansion, having increased by some £60,000. The expenses, however, had been proportionately heavy, as they had been doing their best to revive the best traditions of the Palace as a place of amusement. The net result was a balance of close on £8,000, which enabled them to pay the First and Second Debenture interest and carry forward £1,000 to the next account. The paid admissions during the whole year had increased by 35,000 persons and this had continued during July and August at a still greater rate. As for the Sunday concerns, he might say that on the whole the idea had been altogether unadvisable. Mr. E. Schenk seconded the adoption of the report, which was carried.

Our Nearest Port to the Transvaal.

Durban, the seaport of Natal, is the nearest British port to the Transvaal, being 483 miles by rail from Johannesburg, a journey which occupies seventy-seven hours. Pretoria is two hours farther on. From Durban to the Boer border is a distance of 204 miles. Durban has a landlocked harbour which could easily accommodate the whole British navy, and the bar has an average depth on it at low water of over 20 ft., so that it is easily accessible to the Union and Currie line intermediate steamers, some of which have been chartered as transports. There is excellent wharfage accommodation, and there is a large supply of hydraulic cranes capable of discharging over 1,000 tons per day. Rails are laid on the shore, consequently warlike stores can be discharged from the ships' hold direct into the trucks en route to the border. The line of rail from Durban to the Boer border is only a single one at present, but the railway engines employed can draw 80 tons of freight up a gradient of 1 in 30. From Durban the lines of rail run to Pietermaritzburg, the capital, and on through Ladysmith, thence to Newcastle, which is the centre of a rich coal-bearing area, and was General Colley's base in the Boer war of 1881.

It is interesting to remember that Durban was in possession of the Boers in 1839, and it was then that they proclaimed the Republic of Natalia. In 1847, Sir George Napier announced England's intention to resume military occupation of Natalia, and after a severe reverse in 1842 to our arms, the flag of the Boer Republic was lowered from the block-house at Durban, and the Union Jack has floated there ever since.

The Circulation of Spurgeon's Sermons.

IN RIVALRY WITH THAT OF THE BIBLE.

In an account of Spurgeon's Sermons in the *Puritan* for September Arthur Mees says: "Something like 100,000,000 have been sold at a penny, and quite double that number have been circulated in newspapers and other ways. It may seem incredible, but I believe it is quite true that the number of Mr. Spurgeon's sermons sold since 1855 exceeds the number of Bibles circulated since the beginning of the century. When it is borne in mind that the British and Foreign Bible Society print five tons of Bibles every day, it will be understood what this means."

Assuming that Mr. Spurgeon preached 30,000 sermons to an average audience of 3,000, as a matter of fact, the 2,600 printed sermons were preached to 20,000,000. But assuming that each printed sermon has been read by two persons—much below the mark—he has reached in this way 60,000,000 people! If all the sermons were the same size as the penny editions, they would cover an area on which every man, woman, and child on the globe, excluding the Chinese, could stand very easily. They

could make a paper pathway round the world six feet wide, and the paper on which they are printed would draw the scale at 6,300 tons.

A million letters in ordinary type would reach a mile, and the sermons circulated represent seven million miles, and a quarter of reading. The shelves of the British Museum contain 2,000,000 books, and assuming that they average the size of a popular novel, they have 800,000 miles of reading, which you could read, if you lived long enough, in seventy years. But it would take you six centuries to read throughout all the printed Spurgeon sermons. Such illustrations might be multiplied indefinitely, but one more will suffice.

"The Methodists are the largest Protestant community in the world, and their 40,000 ministers preach to probably 20,000,000 persons every Sunday. Assuming that each copy of the printed sermons is read by two persons, it would take all the Methodist ministers in the world thirty years to reach, by their Sunday sermons, as vast a congregation as Mr. Spurgeon's."

British Hops.

"ONE OF THE SOUNDEST CROPS EVER SECURED."

Messrs. W. H. and H. Le May, in their annual report on the hop crop, refer to their compilation of the circular as "a very pleasing duty this year." It will only be a short report, and might even be confined to two words—namely, "All's well," for "that is the conclusion we have come to after our usual exhaustive examination of the hop grounds of England," and there is no doubt that there is now hanging on the poles one of the soundest crops of hops the brewers have ever had the chance of securing. It is not necessary this year to pick out any special district, either to condemn or to praise, for in all districts the hops are well grown and are maturing grandly. Fortunately, indeed, are the brewers in having such a beautiful crop before them, for never in the history of the hop trade have the stocks all over the country been so small as they are to-day. Consumers have just escaped by a hair's breadth famine prices, for if this crop had failed very high prices would have ruled.

The great increase in the consumption of beer all the world over must have lightened the stocks in consumers' hands far beyond their expectations. Consequently most brewers are anxiously awaiting the arrival of the new crop, and the demand should prove quite equal to the supply, and growers should be able to secure good remunerative prices. Growers are advised to be most careful in picking and drying. The splendid quality they have to deal with this year warrants more than usual care and attention, for like a grand vintage wine, it will be bought up by those brewers who are connoisseurs of hops to stow away against possible years of inferior crops.

Alarming Railway Accident at Holyhead.

A DEFECTIVE VACUUM BRAKE.

The "Wild Irishman," which left Euston at 8.45 p.m. on Saturday night, narrowly escaped disaster in the morning. Just as it was about to go down the steep slope leading into Holyhead Station, the driver, to his horror, found that the Westinghouse vacuum brake would not work. With great presence of mind both he and the fireman stuck to the engine, and did all they could to slow up the train by shutting off steam and using the handbrake, but despite these precautions, the train ran through the station with great speed, dashed into the buffers at the end of the platform, and smashed them to pieces.

The two carriages immediately behind the engine were derailed; one of them was a sorting-van and the other parcels-van. A letter-sorter in the front van, a man named Cyril Coyne, belonging to Dublin, was badly hurt about the legs, his van being completely crushed between the engine and the parcels-van behind. The engine kept the rails, but the driver and fireman were slightly injured. The rest of the passengers in the crowded train, though much shaken by the force of the impact and greatly alarmed, were unhurt. Traffic was blocked for some time, but the arrival of the mail steamer, but on the arrival of a breakdown gang from Bangor, the line was promptly cleared.

Dante and His Daughter Beatrice.

A DISCOVERY AT RAVENNA.

At Ravenna there has been discovered an important document proving that Dante, a daughter called Beatrice, who lived and died in the Convent of St. Stephen of the Olives, in that town. The document is a receipt, found in the archives of Ravenna, and runs, in substance, as follows:—"On September 20, 1371, Me. Donato, Doctor of Rhetoric and Grammar, paid 3 ducats to the Convent of St. Stephen of the Olives, in its quality of heir of Beatrice, daughter of Dante Alighieri, nun, who died there."

Through this it has been possible to elucidate a page of Dante's family, and to confirm another document, quoted by several writers, but the original of which is wanting. It was a record of the Florentine Chancery, and reads thus:—"To M. Gio di Boccaccio (Boccaccio), ten florins in gold, to be given to Sister Beatrice, daughter of Dante Alighieri, nun of the Convent of St. Stephen of the Olives in Ravenna."

On the death of Dante, Beatrice, being forbidden to marry, because the daughter of an exile, entered the above-mentioned convent, there to end her days. The great events which took place in Ravenna deprived her of her brother, and Guido Novello da Polenta, the well known patron of her father, so that the growing fame of her father, perhaps, never reached her ears.

Several years after the Captivity of Florence, learning that Beatrice still lived, humble and unknown, in her convent, charged Boccaccio, who often went to Ravenna, to take her the "ten golden florins" as a slight recognition of the regret of Florence for having exiled her greatest son, who left her with the words: "Ungrateful country, thou shalt not have my bones."

A Curious Phenomenon.

A curious natural phenomenon has exhibited itself, to the consternation and abject fear of the peasants, in the mountains not far from Modena, at a small hamlet called Brandola. A gentleman while walking one day heard a concentrated howl of fear from some peasants near, and at the same moment a noise which sounded like distant thunder. He raised his eyes, but saw nothing. On going forward, however, he saw a thin column of smoke, with flashes of light at the base, on the top of a mountain peak, while a boy almost dead with fright, cried, "Look, look, the mountain which opens and burns!" An acid odor—meanwhile pervaded the atmosphere. Shortly after the gentleman was enabled to distinguish a small vertical crater about twelve or thirteen feet long, and nine or ten wide, with a liquid greenish substance at the entrance, disturbed here and there by large bubbles of yellow water, and above all a dense strata of smoke. The spectator saw all this at no great distance, but a slight shock of earthquake occurring, he went further off, but still observed that every now and then flames shot up through the smoke, accompanied by a distinct rumbling. This seems to put

the cap to the extraordinary season all over Italy, the opening of a new volcano, however small, having without doubt its connection with the recent severe earthquake in Rome and her environs.

Mr. Wellman's Arctic Expedition.

LIVING TWO MONTHS WITH A CORPSE.

Mr. Walter Wellman and the American members of his Arctic expedition have reached Hull by the Norwegian mail. Mr. Wellman came ashore on crutches, quite unable to walk, owing to the accident which occurred five months ago, when his right leg got injured in the ice. Apart from this, all the explorers were in good health.

At a lonely outpost at Cape Heller, the explorers, working northwards from Franz Josef Land, left a couple of Norwegians, Bentzen and Paul Bjorvig, while the main party returned to headquarters at Cape Tegethoff. Before the sun returned—on February 18—Mr. Wellman and three Norwegians, with sledges and dogs, started north for the station, which had been named Fort McKinley, and found that one of the men, Bentzen, was dead.

"Of course, you have buried Bentzen?" was my first question to the survivor, Bjorvig, said Mr. Wellman. "No," he replied, "he lies in there, pointing to the hut. At first I could not believe it possible that the quick and the dead had slept side by side through nearly two months of Arctic darkness. But there, in one end of the little gloomy hut, side by side, lay two sleeping bags. In one were the remains of Dr. Nansen's former comrade, carefully covered, and in the other Bjorvig passed his lonely life. He had had no books, no companions but dogs, little to do; and how do you suppose this sailor managed to keep up his spirits? By reciting aloud over and over again the writings of Ibsen and other Norwegian poets, whose works I knew by heart. I managed to afford some relief to the power of literature to afford some relief to a humble man through a terrible experience."

Next day the party gathered round a built a tomb, in which their dead comrade was carefully buried, a few fitting words being spoken as they all stood round.

Sad Accident in Switzerland.

A terrible accident has befallen an English mountaineering party in the Canton of Valais. Mr. Owen Glynn Jones, B.Sc., and Mr. F. W. Hill, M.A., both masters at the City of London School, set out in company with the guides, Furrer, Zurbriggen, and Vuignet, from Evolène to climb the Dent Blanche and make the descent to Zermatt. The caravan reached a most dangerous spot about three-quarters of the ascent, followed by Furrer and Mr. Jones. The other two took up rear positions. Mr. Hill was winding the rope three times round a block of stone. Then happened the catastrophe. Zurbriggen stuck his axe in a cleft in the rocks, and Mr. Jones and Furrer held it in place while Zurbriggen swung himself up and attempted to cling on to a ledge above with his hands. Whether the axe failed to grip fast or the rocks broke away shied it is impossible to say, but Zurbriggen fell backwards upon his two companions, carrying them both with him in a moment into the abyss. Even Vuignet was swept down the fall. In the descent the rope broke, and Mr. Hill, who saw his four comrades vanish below, Mr. Hill was paralysed with horror, but little by little he became a master of himself and began to think of his own safety. He could not go back, and before him was the spot which proved so fatal to the others. But forward he had to go, and in an hour he reached the top of the mountain. Thirty guides set out at once to recover the bodies, which were found on the glacier of the Dent Blanche and conveyed to Evolène.

Sir Thomas Lipton's "Shamrock."

The forthcoming America Cup contest is the principal topic of conversation. Preliminary work on board the *Shamrock* was completed on 29th ult. It is now seen that the challenger will carry a larger staystail than the *Columbia*, but as her jib will probably be carried far out the advantage will be infinitesimal. The *Shamrock* left the Erie Basin on 29th. While working her way out she ran aground, and lay helpless in the mud for a quarter of an hour. Finally she was towed free to the anchorage at Tomkinsville. Apparently no injury was done. A yachting expert at Bristol says that, according to the latest ascertained dimensions of the *Shamrock* and *Columbia*, which, however, are subject to future changes by the designers, the particular height of the *Shamrock* for sail measurement—that is, from the mastband, which is just about 15 in. above the top of the upper sheave-block-pin in the topmast—is 143 ft. Her base line for measurement, from the after-end of the boom to the point of contact of the jibstay on the bowsprit, is 103 ft. To get at the racing measurement of either yacht, the base is multiplied by the height, this 14,799½ square feet for the *Shamrock*. The height for the *Columbia*, on her dimensions, is 142½, with 133½ for her base, giving 12,993 square feet. Sir Thomas Lipton will be asked to allow the *Shamrock* to participate in the naval parade which is to be held in honour of Admiral Dewey on his return.

Cricket.

At the Oval, on 26th ult., Surrey easily won their match with Lancashire. The Northerners' first innings closed for 109, and having to follow on in a minority of 357 they were all dismissed in their second essay for 235, so that Surrey were victorious by an innings and 72 runs. At Brighton, Sussex managed to draw their match with Yorkshire. They carried their second innings total to 335, which left Yorkshire with 168 to make for victory and not sufficient time to score the required number. Before stumps were drawn they had put on 53 for the loss of a wicket. At Catford, Kent easily beat Warwickshire, whose second innings closed for 319, of which W. G. Grace scored 120 runs. Kent had only 20 to get to win, and they obtained 475 for seven wickets, against 292 by the home team, the visitors closed their innings on the resumption of play, leaving Notts with 184 to make to save the innings' defeat. They did little more than this, being all out for 199, and the 17 needed for victory were knocked off by Middlesex with no wicket down. Gloucestershire gained a decisive victory over Essex at Clifton. The first innings of Essex closed for 234, and, having to follow on, they were all got out in their second essay for 235, so that Surrey were victorious by an innings and 72 runs. At Catford, Kent easily beat Warwickshire, whose second innings closed for 319, of which W. G. Grace scored 120 runs. Kent had only 20 to get to win, and they obtained 475 for seven wickets, against 292 by the home team, the visitors closed their innings on the resumption of play, leaving Notts with 184 to make to save the innings' defeat. They did little more than this, being all out for 199, and the 17 needed for victory were knocked off by Middlesex with no wicket down. Gloucestershire gained a decisive victory over Essex at Clifton. 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Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU S. Yoshizawa	ROMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 3rd October, at Noon.
SADO MARU W. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 6th October, at Noon.
TAMBA MARU J. W. Wade	MARSEILLES, LONDON & ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 21st October, at Noon.

* Through Passenger Tickets and Bills of Lading issued by the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Prince Central.

A. S. MIHARA, Manager.

Hongkong, 26th September, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

1247a]

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS, &c., &c., &c.

Coast Post Orders Accepted.

ACHEE & Co.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

1239a]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PICKHAM, LONDON, ENGLAND.

HONGKONG CANTON AND MACAO STEAMBOAT CO. LIMITED.

PROCESSION OF OUR LADY OF ROZARIO.

SPECIAL CHEAP EXCURSION TO MACAO.

WEATHER permitting and sufficient inducement offering, the Steamer "HONAN" will leave for MACAO, TOMORROW, the 1st October, at 9 A.M., and on the Return Trip will leave Macao at 10 P.M.

The Procession of Our Lady of ROZARIO is announced to take place in the Afternoon.

SPECIAL EXCURSION FARE \$2.50 Return. No Single or Second Class Fares.

No Meals supplied on Board. Chinese Servants 50 cents each Way. Bicycles 20 cents each.

TICKETS may be purchased at the COMPANY'S OFFICE or on Board the Steamer before she leaves.

T. ARNOLD, Secretary.

30th September, 1899.

CHINESE IMPERIAL GOVERNMENT 7 PER CENT SILVER LOAN OF 1886, F.

26TH HALF-YEARLY DRAWING.

INTEREST due and DRAWN BONDS of this LOAN will be PAYABLE at the OFFICES of the CORPORATION on and after the 30th September, 1899.

Lists of Drawn Bonds can be obtained on application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, Agents issuing the Loan.

T. JACKSON, Chief Manager.

Hongkong, 25th September, 1899.

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held at the Club House, on TUESDAY, the 3rd October, 1899, at 5 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order, C. H. GRACE, Secretary.

Hongkong, 25th September, 1899.

THE POPULAR DINING ROOMS.

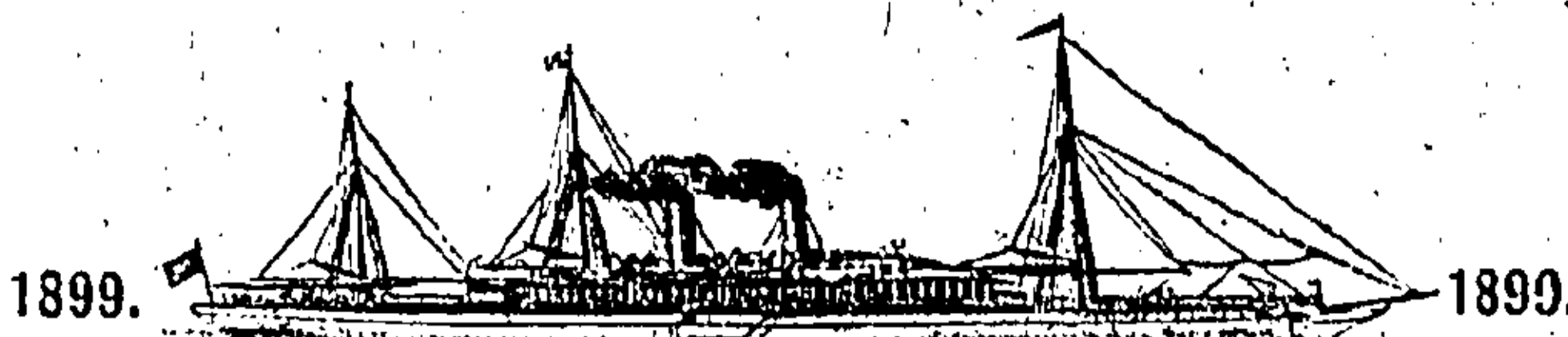
18, PRINCE CENTRAL, (Near Hongkong Hotel).

WILL OPEN shortly. Good Home Cooking and Meals at all hours.

Hongkong, 23rd September, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 25th Oct., 1899.

EMPEROR OF INDIA, Comdr. D. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899.

EMPEROR OF JAPAN, Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 20th Dec., 1899.

* The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANGOVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its BALATIAL STEAMSHIP'S, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, 13, PRINCE STREET.

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 10th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 10th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899.

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.L. American Ship

"ST. MARK," Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & CO., Hongkong, 20th September, 1899.

FOR NEW YORK.

THE 3/3 A.L. American Ship

"CHALLENGER," Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & CO., Hongkong, 19th September, 1899.

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SAVOIA	HAVRE and HAMBURG.	12th October.	Freight and Passage.
*HEIDELBERG	(LONDON with transhipment in HAMBURG.)	About 5th November.	Freight and Passage.
Schiller	HAVRE and HAMBURG.	About 15th November.	Freight and Passage.
ANDALUSIA	(LONDON with transhipment in HAMBURG.)	About 20th November.	Freight and Passage.
Schönfeldt	HAVRE and HAMBURG.	About 30th November.	Freight and Passage.
*SIBIRIA	(LONDON with transhipment in HAMBURG.)	About 1st December.	Freight and Passage.
*Hildebrandt	HAVRE and HAMBURG.	About 10th December.	Freight and Passage.
BAMBERG	(LONDON with transhipment in HAMBURG.)	About 20th December.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLWITZ & Co., Agents.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

City of Yokohama (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

THE U.S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 3rd October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 16th September, 1899.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

A.D.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen (Wednesday) 11th Oct.

Bayern (Wednesday) 8th Nov.

König Albert (Wednesday) 13th Dec.

Prinz Heinrich (Wednesday) 27th Dec.

Preussen (Wednesday) 10th Jan.

Kaiserliche (Wednesday) 24th Jan.

Sachsen (Wednesday) 7th Feb.

Hamburg (Wednesday) 21st Feb.

Bayern (Wednesday) 7th Mar.

ON WEDNESDAY, the 11th day of Oct., 1899, at 9 A.M. the Company's Steamship, "SACHSEN," Captain F. Mentz, with PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 9th October, 1899, at 5 P.M. will be received on board until 5 P.M. on TUESDAY, the 10th October, and Parcel Packages will be received at the Agency's Office until NOON on TUESDAY, the 10th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcel should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 13th September, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyra [3,466] about Oct. 15

Belgian King [3,379] about Oct. 31

Curmuthen [3,929] about Nov. 15

Carlisle City [3,002] about Dec. 15

THE Steamship "THYRA" will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on or about SUNDAY the 15th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 22nd September, 1899.

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Auctions.



GOVERNMENT NOTIFICATION.

No. 511.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Office of the Public Works Department, on

MONDAY,

the 2nd day of October, 1899, at 3 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 16th September, 1899. [1222a]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of October, 1899, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the Queen for one further term of 75 years.

PARTICULARS OF THE LOT.

W. of Lot	Locality	Boundary Measurement	Contents in Square Feet	Annual Rent	Upset Price
1	Mong Kok Tsui	130 ft. x 100 ft.	13,000	300	6,000

For Sale.

FOR SALE.

THE STEAM LAUNCH, WINDSOR HOTEL, 1 Year Old, 16 feet Keel, 11 1/2 Width, 6.4 H.P. COMPOUND ENGINE.

Apply to

P. BOHM,
Windsor Hotel.
Hongkong, 21st September, 1899. [12]

FOR SALE.

HOTEL BUSINESS in NORTHERN PORT, Long Lease at very Low Rental, Good Paying concern. Owner obliged to return to England through ill health.

For further Particulars, apply in First Instance, by Letter to

G.W.W.,
Office of this Paper.
14th September, 1899. [11772]

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).

PROPERTY lately occupied by the

Bowring Saw Mills.
GROUND FLOOR, 52, PEEL STREET.
OFFICES—1st floor, No. 10, PRAYA CENTRAL (Lately occupied by Messrs. MULLERS & Co.)

No. 4, RIFON TERRACE.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th August, 1899. [12]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road Central, (lately the IMPERIAL BANK OF CHINA).

Apply to

Comptroller of the
E. C. HOCHAPPEL.
Hongkong, 21st March, 1899. [398a]

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

Apply to

Office of this Office.
Hongkong, 17th May, 1899. [664a]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out-mark by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., ex S.S. Himalaya.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 5th October, at 4

P.M. will be subject to rent.

No fire insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,

Superintendent.
Hongkong, 29th September, 1899. [15]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARFEDON"
Captain Grier, will be despatched as above on WEDNESDAY, the 4th October.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1899. [1148a]

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"ARGVILL"

will be despatched for the above port and will be followed by

S.S. "JOHN SANDERSON" at intervals

of 2 weeks.

For Freight, apply to

DODD & CO., LIMITED,
Agents.
Hongkong, 7th September, 1899. [941a]

Shipping.

STEAMERS.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above ports, TO-MORROW, the 1st October, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 30th September, 1899. [1213a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA,"
Captain Douglas, will be despatched for the above ports, TO-MORROW, the 1st October, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFFRAK & Co.,
General Managers.
Hongkong, 30th September, 1899. [1237a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"
Captain J. G. Olifent, will be despatched for the above ports, on MONDAY, the 2nd October, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 26th September, 1899. [1225a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 9th September, 1899. [1149a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched on TUESDAY, the 3rd October.

The attention of Passengers is directed to the Superior Accommodation offered by the Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1899. [1147a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched as above on TUESDAY, the 3rd October.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1899. [1146a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"
Captain Finlayson, will be despatched as above on THURSDAY, the 5th October.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th September, 1899. [1229a]

"REN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"BENLARI,"
Captain Krobbe, will be despatched as above on SATURDAY, the 7th October.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 28th September, 1899. [1235a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS,"
Captain Gregory, will be despatched as above on TUESDAY, the 17th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th September, 1899. [1216a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"
Captain Palford, will be despatched on TUESDAY, the 3rd October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th September, 1899. [1221a]

Masonic.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 2nd October, at 8.30 for 9 p.m. precisely.

Visiting Brethren are cordially invited to attend.

Hongkong, 25th September, 1899. [1223a]

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO., LD., DUNLOP TYRES BICYCLES—PRICE—\$160.

A special reliable Watch made for this Climate.

Quality A.....\$16
Quality B.....\$12

40, QUEEN'S ROAD,
Watson's Building.

ALL KINDS OF
PROVISIONS, CUTLERY, BRUSHES, BROOMS,
VINOLIA SOAPS, AND SCENTS,
FANCY GOODS, TOBACCOES
AND CIGARETTES.

THE MUTUAL STORES
(SUB AGENTS LIPTON LIMITED),
57 & 59, QUEEN'S ROAD CENTRAL.

CHEAPEST HOUSE IN THE COLONY.
Hongkong, 5th September, 1899.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJENS' GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 14th May, 1896. [39]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

"JEYES FLUID"
THE BEST
DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [11]

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTMAN & Co.
Hongkong, 11th September, 1896. [19]

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an
EX-SCHOOLMASTER.

Terms moderate for Particulars apply
to this Office.

Hongkong, 18th August, 1899. [1048a]

LETEN ALL COME
TO
YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where
PHOTOGRAPHS and PORTRAITS are
executed at Moderate Prices.

Hongkong, 2nd May, 1899. [506a]

MEE CHEUNG,
PHOTOGRAPHER.

For Portraits or Ice Houses, in
No-House Road.

I am now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a specialty.

Hongkong, 22nd September 1898. [45]

Intimations.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,
MARINE GLASSES AND SPYGLASSES.

No. 54 & 56, Queen's Road Central, [40]

A CURE FOR ASTHMA!!
GRIMAULT'S
INDIAN CIGARETTES

Asthmatic people who suffer from Oppres-
sion in breathing, stiffness, sensation,
Hoarseness, and Loss of Voice, Nervous
coughs, Laryngitis, Colds, with
Whooping, Bronchitis, Insomnia,
Catarrhal affections, and difficulty
in Expectorations, are promptly relieved
by these Cigarettes.

GRIMAULT & Co., Paris, sold by all Chemists.

GRIMAULT'S
Matico Capsules
AND INJECTION

Renowned Physicians prescribe Grimaault's
Matico as the most active and at the same time
the most invigorating remedy in the treatment
of acute and chronic Discharges. These Capsules,
Matico Injections, have not the inconvenience of
"Painful" Injections.

MATICO INJECTION is used in recent
MATICO CAPSULES in chronic cases.

GRIMAULT & Co., Paris, sold by all Chemists.

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUIER STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [43]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a]

NOTICE.

NEITHER THE CAPTAINS, THE AGENTS, nor the
OWNERS, will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours:

HUTTON HALL, British ship, Thurber—Chas.
E. Richardson & Co.

The Share Market.

LATEST QUOTATIONS.
(September 30th.)

Banks.

Hongkong and Shanghai Banking Corporation
—340 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference)
nominal.

The Bank of China & Japan, Ltd.—(Ordinary)
51 buyers.

The Bank of China & Japan, Ltd.—(Deferred)
55 buyers.

National Bank of China, Ltd.—\$263.

Do. —\$264.

Marine Insurances.

Union Insurance Society of Canton, Ltd.—\$260.

China Traders' Insurance Co., Limited—\$65.

North China Insurance Co., Ltd.—Tls. 200.

Yangtze Insurance Assoc. Ltd.—\$122 1/2.

Canton Insurance Office, Ltd.—\$150.

Strait Insurance Co., Ltd.—\$5.

Fire Insurances.

Hongkong Fire Ins. Co., Ltd.—\$335.

China Fire Ins. Co., Ltd.—\$38.

Shipping.

Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$30.

Indo-China Steam Navigation Company, Ltd.
—\$72.

China and Manila S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$49.

China Mutual S. N. Co., Ltd.—(Preference)—
\$9 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—
\$5 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$3
buyers.

Star Ferry Co., Ltd.—\$191.

Refineries.

China Sugar Refining Co., Ltd.—\$147.

Luzon Sugar Refining Co.,